

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

YELLOWSTONE NATIONAL PARK

YELLOWSTONE PARK, WYO.

THE SUPERINTENDENT

Copy from

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MONTHLY REPORT

for

A u g u s t,

1919.

Data for report also herewith.

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September 6, 1919.

The Director,
National Park Service,
Washington, D. C.

Dear Sir:

The following is my report on conditions in Yellowstone National Park and on the operation of the park for the month of August, 1919:

GENERAL CONDITIONS:

During August the temperature was about normal, but the exceedingly dry conditions noted in July continued until nearly the end of August. The total rainfall for the month was but 0.40, which is 0.62 less than normal. This dry condition was finally relieved by fairly heavy rains on August 31st; and considerable rain has fallen nearly every day since. This has relieved the situation in and around the park so far as forest fires are concerned; and our road and construction crews, which had to be taken from their regular work, to fight fire, are rapidly being returned to their work of keeping up the roads.

Travel.

Travel to the park was unusually heavy during the month, all records for the month of August and for the season to date having been broken, as was the case in July as stated in my last report. In another part of this report there is a table containing complete travel figures, including some interesting comparisons with figures for the seasons of 1917 and 1918. Had time permitted, some comparisons could have been made between the travel of this year and the 1915 travel, but the most significant point is that while only 51,895 people visited the park during the entire season of 1915, 56,231 visitors have already toured the park this year. Some time ago I predicted that the total travel for this season would exceed 60,000, and I am now convinced that my estimate will be met and probably in a measure exceeded. Tourists have come to the park from all sections of the country, as will be noted from another table in this report, and during the month of August there was scarcely a state in the Union that did not send one or more private automobiles filled

with happy sight-seers.

At the end of the month of August the figures indicated that the north, west, and east entrances were almost equally popular, the west still leading for the season with 3,586 cars, the north second with 3,181 cars, and the east third with 2,648 cars. There is comparatively small travel into the park from the south, largely due to the fact that the approach roads are in poor condition and the further fact that there are no satisfactory hotel accommodations in the Jackson Hole region.

Many of the people who came into the park by way of the south entrance complained of long delays due to breakdowns on the roads leading from Lander and Pinedale. Almost all of these tourists were loud in their praise of the park extension project, which they thought would add as much to the attractiveness of the park through the elimination of bad travel conditions as by the intensive development of the scenic resources of the extension area.

The approach roads from the east, particularly the Yellowstone Highway from Cheyenne to Cody, are in fairly good condition. The road from Cody to the park was in excellent condition throughout the month.

The Yellowstone Trail and the National Parks Highway leading from the East to the north entrance were reported as being in fair condition, but the road leading south from Livingston to the north entrance at Gardiner deteriorated rapidly during the month, due to drought conditions and unusual winds which blew away the surface of the road, leaving rocks and ruts in great abundance.

The roads from the West were also in poorer condition than they were earlier in the season, particularly the road from Ashton, Idaho, to the western entrance. This road was in such poor condition that many people made long detours in order to avoid the dust and ruts of the direct highway.

The road through Teton Pass from Idaho Falls and the Teton Valley to the Jackson Hole was in good condition; likewise the roads leading north from Jackson to the south boundary of the park were in good repair. Low water in the Snake River, however, made it necessary to suspend the operation of the Menor Ferry, thus making it difficult to get from one side of

the Jackson Hole to the other.

There were few indications of rapid decrease in travel at the end of the month, the average number of people entering the park daily being over 400. It is expected, however, that there will be a sharp decrease in travel in a few days, with an increasingly rapid falling off toward the end of the season.

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The hotel accommodations were operated in a satisfactory manner during the month, and after a vigorous campaign against speeding the drivers of the cars of the Yellowstone Park Transportation Company were so completely subdued that few complaints were heard after the middle of the month. For a few days the drivers bitterly resented the activities of the rangers, and in order to embarrass the administration of the park as much as possible hung crape on the front of their cars and proceeded at such a slow rate of speed that tourists in some cases were brought into hotels and camps an hour or more after the closing of the dining rooms, thus causing considerable inconvenience and discomfort. This conduct continued for only a day or two and was stopped just as we were about to take drastic action against the offending employees. It seems that for many years the drivers first of the horse-drawn stage coaches and then the automobile stages have been under the impression that they and not the Government authorities ought to run the park, and they have always resented Government control of any kind. This was the reason why it was necessary to deal very harshly with the men this year. Next year I propose to take the drivers in hand on the opening date of the season and give them to understand that they must obey the rules and regulations. Fortunately, however, there were only a very few automobile accidents during the month, none of them resulting in serious or painful injuries.

Labor and supply markets.

The chief difficulty that all of the concessioners encountered during the month was in securing sufficient competent labor to operate the various utilities of the park. It was especially hard to secure laundry help. Likewise it was extremely hard to keep any of the employees contented. All of the concessioners found it necessary to give their employees occasional "joy rides" in the evening--a special emolument that was very expensive but necessary with all. Several strikes were threatened during the month, and on one occasion the waitresses at the Old Faithful Inn refused to serve luncheon because of the

refusal of the hotel company to permit the exchange of certain railroad tickets contrary to the terms of the contract of the ticket and the rules and regulations of the railroads involved. Bellboys and guides had to be utilized in serving luncheon on the occasion of this strike. Had the difficulty not been adjusted immediately, all of the waitresses of the hotel would have quit. Similarly, the Yellowstone Park Camping Company has had considerable difficulty with its waitresses and kitchen help.

As far as the Government operations were concerned, we were tremendously handicapped by lack of competent help, and the most serious of all was the shortage of fire fighters on two or three occasions. Almost all of the available labor in the Northwest was employed by the Forest Service in fighting big fires in Western Montana and Northern Idaho. These men were paid exceptionally high wages, so that, even had it been the proper thing to do, it would have been financially disastrous for us to have attempted to compete with the demand for fire-fighting assistance. Of course, in fighting fires in the park we had to pay, in certain cases, the Forest Service scale of wages, and we did not hesitate to do this because the safety of the park required the making of any concession demanded under the circumstances. It is with considerable satisfaction, however, that I report the fact that our road crews loyally fought fire without demanding increases in wages which they might have obtained from us in the face of the impending disaster to our forests. We are still short of labor, but as the rains are subduing the forest fires outside the park, men are being released and we hope to recruit our road crews to our full requirements.

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We are still having tremendous difficulty in securing supplies at reasonable prices. Deliveries also are not entirely satisfactory. Hay has advanced to almost unheard of prices. The cost of hay for feeding game and other purposes will probably average \$35.00 per ton f.o.b. the northern entrance. It is even difficult to get hay at this price. We have circulated proposals in Minnesota and throughout Montana, but we had few bids on hay of any kind. It is especially hard to get timothy hay.

II. PERSONNEL:

Employees.

On August 1st there were 273 employees under this office; on August 31st there were 331. Below is given a list

of employees, with class of work performed by each, exclusive of such temporary workers as laborers, teamsters, truck drivers, etc. (In addition to the number of employees stated above, 44 laborers were hired especially to fight fire from August 17th to 31st.)

<u>Name.</u>	<u>Class of work performed.</u>
Lewis L. Hill	Status, foreman; but is in charge of all engineering work in the park under direction of the Superintendent.
Assistant Engineers:	
Arthur W. Burney	In charge of section of road work.
Clair H. Conrick	ditto.
Robert L. Filtzer	Office engineering and special survey work.
Blacksmiths:	
William J. O'Laughlin	General blacksmithing and horse-shoeing.
Frank L. Plumlee	General blacksmithing.
Clerks:	
Leroy Hill	Disbursing agent and purchasing clerk.
Jacob P. Bower	Vouchers.
Andrew R. Edwin	Orders and proposals.
Clarence O. Lauer	Payrolls and timekeeping.
L. M. MacRae	Information and general clerical work.
Walden H. Pendell	Cost clerk and in charge of storehouse.
Alexander C. Wiley	Stenographer, files, revenues.
Electricians:	
George P. Younger	In charge of power plant.
Albert Collins	Assistant in power plant.
Frank E. Bregdon	ditto.
Buffalo Herder:	
Ralph V. Harr	Work with tame buffalo herd.
Buffalo Keeper:	
Burton C. Lacombe	In charge of tame buffalo herd.
Foremen:	
V. C. Conohan	In charge of road maintenance crew.
R. E. Driscoll	ditto.
Charles W. Enochs	"
John A. Evans	"
William H. Ferrell	"
G. L. Henderson	"
James B. Small	"
Deate T. White	"
Harry McFarland	Stable foreman.
Handyman:	
Charles A. Brant	Work in commissary rationing crews, etc.

<u>Name.</u>	<u>Class of work performed.</u>
Lineman: Eri A. Allan	In charge of telephone system. Did emergency repair work and installed instruments.
Watchman: Hans Larsen	Night watchman at headquarters.
Master Mechanic: Bert L. Stinnett	In charge of shops.
Mechanics: A. B. Crim R. G. Horner	In charge of auto and truck repair shop. Repairing and driving trucks.
Plumber: William Wiggins	In charge of general plumbing at hdqtrs.
Telegraph and telephone operators: Nellie Roach Ralph L. Shultz Nathan E. Sandel	Telephone switchboard operator. ditto. Telegraph operator and general clerical work.
Steward and Master of Transportation: John Delmar	In charge of transportation.
Assistant Chief Rangers: James McBride	Acting Chief Ranger, in charge of ranger force.
James P. Brooks	In charge of ranger work in southern section.
Charles J. Smith	" " " " " " " western "
Harry Trischman	On long patrols throughout park.
First-class Park Rangers: Henry Anderson	In charge of trail crew, and pack train for fires.
Court B. Dewing	In charge of Fountain Station and fighting fire.
Peter Lawson	Looking after exhibition herd of buffalo at headquarters.
Raymond G. Little	In charge of Bechler Station and fighting fire.
Thad C. Pound	In charge of Gardiner Station.
Roby Roy Wisdom	In charge of Sylvan Pass Station.
Park Rangers: George T. Dustman Whitney N. Seymour	On duty in Chief Ranger's office. Patrolling formation and auto camps at Mammoth. Hot Springs and fighting fire.
Howard Turner	ditto.
Albert L. McLaughlin	Checking automobiles at Gardiner station.
Joseph Douglas	In charge of Gallatin station.
Frank B. Richards	Fire patrols from Gallatin Station.
Frank J. Winess	Fire patrols from Bechler Station.

Ray Sherman

<u>Name.</u>	<u>Class of work performed.</u>
Park Rangers:	
James Russell	In charge of pack train and escort for Hon. Walter L. Fisher and Hon. Huston Thompson.
George E. Owen	In charge of Tower Falls Station.
Elmous M. Mead	Formation patrols at Mammoth Hot Springs.
George Winn	In charge of Soda Butte Station.
Bert S. Reese	Assisting Winn in making fire patrols.
E. F. Cushman	In charge of Norris Station.
Dean Hausman	Assisting Cushman in making fire patrols & formation patrols and fighting fire.
Ford Purdy	In charge of Riverside Station.
Fred J. Townsend	Assisting Purdy in making fire patrols.
Norman W. Scherer	In charge of Yellowstone Station.
Sam Hurless	Checking automobiles at Yellowstone Station.
George R. Clemons	Assisting Scherer in checking automobiles and patrolling camps.
Wendell M. Bishop	Assisting Dewing in making patrols from Fountain Station.
Roger C. Goode	Assisting Mazzanovich from Lake Station in making fire and camp patrols.
J. W. Eline	In charge of Snake River Station.
William N. Purdue	Assisting Eline in checking automobiles and making fire patrols.
Carroll W. Boatwright	In charge of Thumb Station.
William C. Troutman	Making formation and fire patrols from Upper Basin Station.
Laurence Mazzanovich	In charge of Lake Station.
Harold L. Woods	Assisting Mazzanovich in making fire patrols and fighting fire.
William H. Harrison	Making fire and formation patrols from Upper Basin Station.
Charles H. Watkins	ditto.
George F. Ingersoll	"
Louis Druskin	Assisting Wisdom at Sylvan Pass Station in checking automobiles and making fire patrols.
Fred J. Kintner	ditto.
James N. Dupuis	In charge of Canyon Station.
Oron L. Snow	Assisting Dupuis in regulating traffic and making fire and camp patrols.
Nelson J. Howard	Assisting Dupuis in regulating traffic and making fire and camp patrols, and fighting fire.
L. Dow Nichol, Jr.	Patrolling formation and auto camp at Mammoth.
Roy T. Frazier	Motorcycle patrols and fighting fire.
Rivind T. Scoyen	Motorcycle patrols and on duty in Chief Ranger's office.

<u>Name.</u>	<u>Class of work performed.</u>
Clyde E. Roney	Motorcycle patrols and fighting fire.
John L. Tyler	Motorcycle patrols.
Emmet Matthew	ditto.
Hollis Matthew	On duty as ordered from Chief Ranger's office.
E. J. Hanson	On duty in Chief Ranger's office and fighting fire.

Some of these employees were employed during only a portion of the month. Many of them participated directly or indirectly in the work of fighting forest fires, and regular work was necessarily suspended in many cases on this account.

In addition to the employees named above, the following list of such temporary workers as laborers, truck drivers, etc., were employed as follows:

	<u>On August 1st.</u>	<u>On August 31st.</u>
Truck drivers	9	12
Laborers	91	137
Teamsters	41	44
Special laborers	18	29
Carpenters	3	3
Cooks	11	12
Waiters	7	6
Painters	3	1
	<u>183</u>	<u>244</u>

Leaves of Absence.

During August annual leave was granted as follows:

Albert Collins, Electrician, August 11th to 16th, inclusive, 6 days.

Appointments and Promotions.

The following appointments became effective during the month of August:

William Wiggins, Plumber, \$1200 per annum, effective August 1st.
 Richard E. Blood, Park Ranger, \$100 per month, " " 1st.
 Hans Larsen, Watchman, \$1200 per annum, " " 1st.
 Hollis M. Matthew, Park Ranger, \$100 per month, " " 9th.
 Francis Edward Bregdon, Asst. Electrician, \$1200 per annum, effective August 10th.
 John Delmar, Steward and Master of Transportation, \$140 per month, effective August 26th.

Vacancies.

The following vacancies existed at the close of the month:

- 1 Chief Ranger
- 1 Assistant Buffalo Keeper

(It is not advisable to appoint a chief ranger at this time. Ample opportunity should be given the ranger force to demonstrate their fitness for this position, as it is highly desirable to fill it by promotion, if possible. To fill this place from outside would be detrimental to the morale of the force.

III. WORK COMPLETED:

(a) Construction of Physical Improvements.

Construction work, during the past month, has been delayed by the scarcity of labor and by the necessity of using the road crews for fire fighting. However, the contractor for the under-pass bridge near Sylvan Pass has the work about 30 per cent completed.

(b) Maintenance and Repair of Physical Improvements.

Sprinkling crews have had the dust situation well under control, notwithstanding the exceedingly light rainfall of .40 inch, which fell during the first few days of the month. Road repairs have been done mainly by two small crews of four men each. This work consisted of only light grader work, filling of ruts and chuck holes, on the Thumb to Lake road, Lake to Canyon, and from the Lake to Sylvan Pass.

At headquarters four men for the period of two weeks repaired the streets, Golden Gate road, Gardiner-Mammoth road, and the first five miles of the Mammoth-Tower Falls road. A small crew of four men with tractor and grader commenced improvement of the Swan Lake Flats road to Apollinaris Spring, preparatory to graveling this section of road. The $1\frac{1}{2}$ miles of graveling on the Norris end of the Mammoth-Norris road is 50 per cent completed, representing two weeks of actual work.

The two crews on the south forest reserve have accomplished very little in road work; most of their time has been occupied fighting fire.

The crew on the east forest reserve worked four days on the river revetment at Holm Lodge. The remaining time was spent in fighting fire.

Inspiration Point road and Artist Point road were improved and graveled in places.

The Dunraven Pass road work was stopped for two weeks on account of fires. The work for the month of August amounts to extending two concrete culverts about 14 feet each, placing four galvanized iron culverts, and widening one-half mile of road. One-half mile of the road is prepared for blasting.

A small crew of eight men has completed the fill over a concrete culvert at Elk Creek near the Tower Falls station. It was very necessary to expedite this work, as the old wooden abutments were shifting from under the bridge.

Very few bridge repairs have been made. Tower Falls bridge was painted. The high steel bridge over Cascade Creek at the Canyon was painted, and small repairs made to the decking. Heron Creek bridge on the Continental Divide and the two steel bridges across the Gardiner River, between Mammoth and Gardiner, were painted and all broken bolts replaced.

The work of closing and sealing up the two ports of the Gardiner Arch was completed this month.

The small crew with pack train engaged in clearing out and making slight repairs to trails repaired 8 miles of trail between Slough Creek and Hellroaring, and went over the Slough Creek trail about 15 miles. ✓

The small crew under Park Ranger Henry Anderson engaged in trail repairs and maintenance repaired the trail from Lone Star Geyser around Shoshone Lake to Lewis Lake, where it was necessary to use the pack train for fighting forest fire. 16 mi ✓

A special laborer was employed until August 27th to keep the field at the northern entrance watered, at which time the water was turned off preparatory to cutting the oat crop for hay.

Two small crews were engaged in making repairs to the telephone lines, one on the line between Lake Outlet and Sylvan Pass, and the other between Fountain and Upper Geyser Basin. It was necessary to call upon these crews for the work of fighting forest fires between August 15th and the end of the month.

(c) Miscellaneous Improvement Work.

A small crew with a light truck was employed during the month in cleaning public camps and other sanitary work, but this work was interfered with on several occasions to take care of forest fires.

A crew was engaged during the month in putting up hay on Lamar River for the tame buffalo. About 200 tons of hay were harvested and stacked for winter use. Another crew was engaged in putting up wild hay on Slough Creek, and it succeeded in cutting and putting in stack 160 tons of excellent hay. This crew is still at work. The hay harvested on Slough Creek can be used to feed the elk during the winter, if necessary; and, if not, it can be baled and hauled out for use of the tame buffalo or stock engaged in road work in the park.

A small crew has been engaged since August 20th in making a preliminary survey of the shore line of Yellowstone Lake.

A small crew consisting of stable men and others engaged in the upkeep of the lawns and grounds at headquarters cut the hay on the lawns and put it in the barn for feeding the animals in use about headquarters. About 15 tons of hay were harvested.

(d) Service to the Public.

The following table gives exceedingly interesting travel figures:

TRAVEL FOR THE MONTH OF AUGUST.

	1919.				1918.				1917.			
	Pvt. Transp.	By	Total	Pvt. Transp.	By	Total	Pvt. Transp.	By	Total	Pvt. Transp.	By	Total
	Cars	Visitors	Rail	Visitors	Cars	Visitors	Rail	Visitors	Cars	Visitors	Rail	Visitors
NORTH	1437	5375	3441	8616	621	2333	749	3082	928	3634	2596	6230
WEST	1472	5750	3510	9260	897	3450	530	3980	1250	5086	2828	7914
EAST & N.E.	1244	4564	1523	6090	571	2081	220	2301	716	2670	1069	3739
SOUTH	257	1005		1005	72	302		302	105	378		378
TOTALS	4410	16694	8477	25171	2161	8166	1499	9665	2999	11768	6493	18261

TRAVEL FOR THE SEASON TO INCLUDE AUGUST 31ST.

	1919.			1918.			1917.					
	Pvt. Transp.	By	Total	Pvt. Transp.	By	Total	Pvt. Transp.	By	Total			
Cars	Visitors	Rail	Visitors	Cars	Visitors	Rail	Visitors	Cars	Visitors			
NORTH	3181	12257	7093	19350	1356	5071	1399	6470	1812	6959	5035	11994
WEST	3586	13914	8171	22085	1805	6981	1059	8040	2076	8408	5212	13620
EAST & N.E.	2646	9705	2777	12482	1035	3715	303	4018	1175	4353	1669	6022
SOUTH	538	2314		2314	110	445		445	124	509		509
TOTALS	10003	38190	18041	56231	4314	16212	2761	18973	5187	20229	11916	32145

The number of guests registering at the permanent camps and hotels was as follows:

HOTELS.

	Manmoth:	Upper Basin:	Canyon:
July, 1919	5681	6498	10478
August, 1919	7634	8687	13791
June 20 - Aug 31, 1919 (Total)	3896	4862	5562
		CAMP.	Auto through only Hotel, Hotel

Below is a statement of the paid privately owned automobiles entering the park by the different gateways, given by states in which licensed:

<u>Name of State.</u>	<u>North.</u>	<u>West.</u>	<u>East.</u>	<u>South.</u>	<u>Total.</u>
Alabama			1		1
Arkansas		1	13		14
Arizona	2	5	4	1	12
Colorado	11	17	100	3	131
California	45	47	26	3	121
Connecticut	1	2	2		5
Delaware	1	1			2
Florida			1		1
Georgia	2		2		4
Illinois	25	2	38	4	69
Indiana	12	7	9		28
Iowa	43	5	64	1	113
Idaho	17	417	5	98	537
Kansas	10	12	90	6	118
Kentucky			1		1
Louisiana	2	2	4		8
Montana	758	395	108	2	1263
Maryland	2	1	1		4
Massachusetts	1	1	5		7
Maine	1		1		2
Michigan	17	2	23	1	43
Mississippi	3				3
Missouri	13	12	53	3	81
Minnesota	61	5	15		81
New York	13	2	16	1	32
New Mexico	2	1	2		5
New Jersey	2	1	3	1	7
Nevada		2		1	3
Nebraska	20	17	116	4	157
North Dakota	35		7		42
Oklahoma	6	16	54	1	77
Ohio	10	8	13	2	33
Oregon	25	50	6	2	83
Pennsylvania	7	5	11	1	24
Rhode Island	1				1
South Dakota	40	4	36		80
Texas	3	5	39		47
Tennessee	1		3		4
Utah	6	225	6	54	291
Virginia	3				3

<u>Name of State.</u>	<u>North.</u>	<u>West.</u>	<u>East.</u>	<u>South.</u>	<u>Total.</u>
Vermont		1			1
Washington	76	62	26	2	166
Wisconsin	24	2	15		41
Wyoming	20	17	276	32	345
West Virginia			2		2
Canada	15	3	3		21
Canal Zone			1		1
Totals	1336	1355	1201	223	4115

Copies of various Chief Ranger's Travel Report, for use in comparisons, are inclosed herewith.

IV. WORK IN PROGRESS:

Construction and general maintenance and repair work is in progress as given under division III.

V. WORK BEGUN:

The only project of importance on which work was begun during the month was the survey of Yellowstone Lake shore lines.

VII. PLANS OR PROPOSED WORK:

It is proposed:

To have the Mammoth-to-Norris road put in first-class shape, and to gravel where required. This will be late fall and early spring work.

To construct a 30-foot steel I-beam bridge at Norris.

To construct a crib revetment 3 miles from the Lake Hotel on the Thumb-to-Lake road.

To construct a crib to divert the water from washing behind the east abutment of the South Fork bridge on the Cody road in the east forest reserve.

To repair the Fishing Bridge at the Lake Outlet, by replacing lost and damaged piles, and to construct a pile ice break upstream from each bent of the bridge.

To reduce the sharp turn at the Chittenden bridge, and also widen the two narrow places on the road from Canyon Hotel to Upper Falls.

To redeck the 208-foot span bridge over Cascade Creek.

To continue widening the Dunraven Pass road.

To improve the Tower Falls-to-Mammoth road, and to fill over the concrete culverts already in place.

Water to be shut off at all road sprinkling tanks and tanks drained. Rams to be taken up and stored.

The purchase of hay for winter feeding of wild animals.

General repairs and upkeep of plant and equipment.

Work under contract for construction of under-pass bridge near Sylvan Pass to be continued.

To redeck 66-foot span bridge over Firehole River, 3/4 mile above Excelsior Geyser.

To redeck 47-foot span over Gibbon River, 6 miles south of Norris.

To make repairs to snow-shoe cabins.

To repair stairways leading to Upper and Lower Falls.

Sowing to timothy of about 100 acres of ground previously plowed on Lamar River.

Remodeling of the building known as the Bachelor Officers' Quarters, to be used as the general office of the park and as an information bureau and museum. Plans for the remodeling of the building have been forwarded to Landscape Engineer PUNCHARD for his criticism and will be submitted to Director Mather on the occasion of his visit to the park next week.

Preparation of the Estimates and the Annual Report.

Before the estimates are prepared I expect to make a tour of the park for the purpose of studying the needs of every section of the reserve. Particular attention will be given to the development of free automobile camps for next season, including the installation of toilet facilities, water systems, etc. A study also will be made to ascertain the improvements that ought to be made in the ranger stations of the park, many of which are in a dilapidated and unsightly condition. I also expect to secure independently of engineering parties in the park all available data relating to the proposal to store water in certain of the lakes of the park.

VII. POLICIES:

While no entirely new policies have been adopted during the month, an effort has been made to more closely correlate the activities of the various branches of park administration. One step in this direction was made in assigning the con-

trol of all motor vehicles--trucks, automobiles, and motorcycles--and other means of transportation to the general supervision of a master of transportation.

The Yellowstone Park Hotel Company and the Yellowstone Park Camping Company were prohibited by an order issued July 15th from catching fish in the park for the use of the hotels and camps. This order went into effect July 20th. This step was taken as a means of conserving the supply of fish in Yellowstone Lake.

VIII. COST OF OPERATION:

The cost account work is still behind, and a statement of costs of various features cannot be submitted with this report.

IX. OTHER MATTERS OF INTEREST:

The Greater Yellowstone Project.

Much attention was given during the month to the project which contemplates the extension of Yellowstone National Park southward to include the Teton Mountains, the country north of the Buffalo Fork of the Snake River, and the headwaters of the Yellowstone River. Many people were interviewed regarding the project and in almost every case tourists who visited the extension area were enthusiastic over the possibilities of developing this region as a part of the park, and expressed a willingness to help advance the interest of the project in every feasible way.

On the other hand, the people of the Jackson Hole have continued their fight against the extension. They called a meeting for August 25th at Jackson and invited the Governor of the State to be present and hear their arguments against the pending legislation. The Governor in turn invited me to join him on his trip to the Jackson Hole; and later, when the Governor was in the park, we added Commissioner Clay Tallman of the General Land Office and his wife to our party. Governor Carey, Commissioner Tallman, and I attended the Jackson meeting and found the most bitter feeling against the extension plan. The opposition was unreasonable in its arguments, which were mainly directed against Government control of any kind. It seems that the people of the Jackson Hole do not care particularly about having tourists visit their region; they want to remain exclusive and are not interested in the large development of anything but

the cattle industry. They insist that they should have the land which we propose to have added to the park withdrawn from the State game preserve and opened to grazing. They are extremely bitter against the Forest Service for withdrawing certain grazing lands in the lower Jackson Hole to be used for winter range for the elk. They are afraid of park administration because they want no traffic rules and no restrictions upon their hunting of game, within or without a game preserve. Their attitude is most unusual, and because they are not seeking the development of the tourist business and are not interested in the advancement of the park, it was practically useless to attempt to convince them of the merits of the project.

Commissioner Tallman made a splendid address in favor of the park extension, urging that both the opponents and the proponents of the pending legislation take a reasonable view of the situation and attempt to reconcile their views. The Governor of the State, however, appears to have been convinced by the arguments of the Jackson Hole people and it is not altogether unlikely that he will assume an attitude of opposition that will be very hard to overcome--an attitude that may seriously obstruct any efforts to secure favorable action on the pending bill.

The meeting at Jackson, however, was not a representative gathering. It was composed principally of big cattlemen who are constitutionally opposed to reservations of any kind and Government control of any kind; while the small farmer, and particularly the people living within the proposed extension, were not invited to be present and did not have a hearing before the Governor. Approximately half of the population of the Jackson Hole belong to the Mormon faith and almost all of these people are small landowners who would share in the benefits to be derived from the extension of the park. They are all favorable but were not represented at the Jackson meeting.

During the month Mr. W. C. Gregg of Mackensack, New Jersey, made a trip into the extension area and took what were probably the first pictures of the headwaters of the Yellowstone, a stream flowing from an enormous glacier near the Continental Divide. The people who traveled throughout the Upper Yellowstone country have become very much interested in the extension idea.

Wild Animals.

The wild animals were in excellent condition throughout the month, and there was plenty of good forage for the elk, deer, antelope, and mountain sheep. But with a very dry summer there

is everything to indicate that the winter forage will be scarcer than ever before known and it seems almost certain that the animals will need a large amount of hay to prevent a heavy loss among them before spring. To prepare for this emergency, we are doing everything possible to provide a good supply of hay that can be used next winter to feed the wild animals if necessary; and, if not, it can be used next summer for road work, or held over for another winter. We have on hand from last year in stack about 200 tons of good hay; 200 tons have been cut and stacked at the buffalo farm; 160 tons were cut and stacked at Slough Creek during August, and this crew is still at work with prospects of getting a total of 250 tons of excellent wild hay there; there are about 50 tons to be cut at Yancey's; and about 100 tons to be cut at the north entrance. About 380 tons of baled timothy hay have been purchased, and negotiations have been partially made for 400 to 500 tons of alfalfa--most of it in stack just north of the park line down the Yellowstone Valley. This will make a total of about 1,500 tons of hay for use of the animals and to supply our domestic stock and road crews. While this is much more hay than we have ever needed before, and now the price is much higher than usual, the indications are of the strongest that the emergency will be great, and I do not feel that we can take the risk of starting in the winter without a large supply to draw upon.

Bears continued to be a wonderful attraction to all visitors along the roads and around the hotels and camps. Inclosed are four photographs taken on August 14th within about 1/4 mile of headquarters and about the same distance from the public automobile camp, showing a most unusual predicament of a young black bear. Red squirrels had carried large numbers of bread crusts from the automobile camp and stored them in the hollow tree, through the knot hole shown in photograph No. 1, located about 10 feet from the ground. The little bear climbed the tree and put his head through the knot hole to get the bread, but was unable to remove it again, and it was necessary to extricate him by chopping the hole larger, as shown in photograph No. 2. About 50 people gathered around to witness the performance. The bear struggled fiercely, turning himself completely over several times, and often losing his hold on the limb underneath and regaining it again. Had it not been for this limb for support, he would have strangled quickly. It was necessary to hold the hind feet by ropes to prevent injury to the man who did the chopping. The bear was finally released without the slightest injury.

6 born in Sept.
 2 Killed Oct 8 vaccination
 Leaves 49 Male + 37 female
 colors
 Cow (4yr old) Kld Oct 8 vaccination

Buffalo: The tame herd was kept on Mount Norris during most of the month. One calf was born, making a total of 82 this season. The show herd of 18 bulls kept at headquarters was driven up twice daily for tourists to see. Assistant Chief Ranger Harry Trischman, with Hon. Walter L. Fisher and family, saw 56 of the wild herd of buffalo on Saddle Mountain on August 22nd.

Grazing: About August 1st an attempt was made by the Farmers' League and Chamber of Commerce, of Bozeman, Montana, to have opened up part of the Gallatin National Forest grazing lands northwest of the park, which had been reserved for the elk, to a limited number of stock. This step was supported by the Forest Supervisor, Mr. R. E. Bodley, but was disapproved higher up.

Fish.

The United States Fish Commission completed its work at the sub-hatchery on Yellowstone Lake and all workmen have left the park. A report of the season's operations has not yet been received. In addition to the black-spotted trout eggs shipped out of the park, however, 571,800 trout fry were planted in small streams adjacent to Yellowstone Lake. A total of 5,327 pounds of native trout were caught for supplying the hotels during the season--most of them in June and July, when the fishing was fairly good. On account of the very heavy travel, the fishing was not good during August unless people cared to take the trouble to leave the roads and go to places where the waters had not been whipped constantly by travelers. Those who took the trouble to visit remote streams or lakes were usually well rewarded.

Arrests and Violations of the Law.

Violations of the law and arrests were much less numerous than in July. The following is a list of arrests made during August.

<u>Name.</u>	<u>Date.</u>	<u>Cause.</u>	<u>Punishment.</u>	<u>Arrested by.</u>
✓ John W. Wilson	Aug. 1st	Speeding	\$100 & costs	Dustman.
✓ Solly Jenkins	8th	Leaving fire	5 " "	Tyler.
✓ W. F. Burford	8th	" "	5 " "	"
✓ W. H. Percasoo	11th	Speeding	25 " "	Scoven.
✓ H. W. Stewart	11th	"	25 " "	"
✓ C. A. Belk	11th	Breaking formation	Discharged	Harrison

<u>Name.</u>	<u>Date.</u>	<u>Cause.</u>	<u>Punishment.</u>	<u>Arrested by.</u>
✓ A. H. Johnson	Aug. 12th	Speeding	\$25 & costs	Scøyen
✓ C. S. Wolf	13th	Obnoxious	50 " "	A. R. Warr
✓ John Neff	13th	"	50 " "	" " "
✓ C. A. Tilghman	16th	Leaving fire	5 " "	Tyler
✓ J. H. Goodknight	16th	" "	5 " "	Tyler
✓ B. Cholson	19th	Obnoxious	5 " "	Nichol
✓ H. B. Bryn	22nd	Leaving fire	5 " "	Cushman
✓ S. H. Holfer	22nd	" "	5 " "	"
✓ A. H. Mattson	25th	Obnoxious	Ordered out of park.	Troutman.
✓ Mrs. A. H. Mattson	25th	"	ditto.	"

Forest Fires.

There were not so many fires started from carelessness during the month as in July. Several serious forest fires occurred, but in most cases they started from lightning, in places remote from roads or trails. Some of them were quite extensive, but they cannot be seen from the roads, and the timber in most cases was small and of no value. The following is a list of the forest fires that occurred during August:

<u>Location.</u>	<u>Extent.</u>	<u>Date.</u>
Mountain Ash Creek	2000 acres	Aug. 13th
Specimen Ridge	25 "	21st
Colter Creek	Small	25th
Lewis Lake	3 acres	27th
Grizzly Peak	2500 "	28th
Shoshone Geyser Basin	650 "	29th
Phlox Creek	10 "	29th
Mirror Plateau	1200 "	29th

Heavy rains have put them all out, and there is but little danger of more fires this fall.

Accidents and Casualties.

6388

Mr. R. A. McCormick, with the U. S. Chamber of Commerce party, an elderly man, stumbled and fell into Prismatic Lake on August 16th. He was wet to the neck and was burned to some extent, but not dangerously. He was able to travel in an ambulance and left with the party in a private car on August 18th. Prismatic Lake is quite large, and while it is very hot in the center, it is cooler around the edges where Mr. McCormick fell in.

On August 23rd in the upper end of Hayden Valley, while approaching a curve, the driver of a ten-passenger car of the Yellowstone Park Transportation Company, carrying several members of the Governors' party, struck a Ford car driven by Ralph Westin of Phillipsburg, Montana. The driver of the big car was slightly exceeding the speed limit and was on the inside of the curve, thus violating two of the automobile rules, while the driver of the Ford car violated the rule that requires the blowing of horns while approaching and round a curve. The latter, seeing the big car approaching him on the inside of the curve, became confused and attempted to cross the road, turning to the left, while the former turned to the right to reach the outside of the curve where he should have been running. The result was that the big car struck the smaller car, dashing it against the side of the hill and throwing Mrs. H. K. Westin, the mother of the driver, into the road. The left front wheel of the big car was smashed. No member of the Governors' party was injured, and no occupant of the Ford suffered more than slight scratches and bruises.

Among the occupants of the Governors' car were Governor Bamberger of Utah, Governor Sproul of Pennsylvania, Governor Cooper of South Carolina, and Governor Olcott of Oregon.

Westin, the driver of the Ford car, was only sixteen years old and is supporting his widowed mother. As the accident was the result of the failure of both drivers to obey the rules and regulations it was not possible to punish one driver and not the other. Young Westin clearly lost his head and became irresponsible or the accident would have been avoided. As the boy had no funds, it was quite impossible to consider administration of more than a reprimand in his case. This necessitated following the same procedure in the case of the driver of the transportation company's car. After consultation with Commissioner Mel-drum, both the Commissioner and I administered reprimands to the young men and released them from arrest.

This accident has convinced me that we must restrict the driving of cars in this park to boys over eighteen years of age and girls over the age of twenty or twenty-one.

A second accident, due solely to the failure of the youthful driver to observe the rules and regulations, occurred the same day. My car, while being driven from the Canyon Hotel

to Mammoth Hot Springs with Governor McKelvie of Nebraska, Governor Cooper, and Federal Trade Commissioner Huston Thompson, was approaching a curve near Virginia Cascades on the Morris-Canyon road when three cars were seen approaching. The driver of my car brought the machine practically to a standstill, but the last of the three cars coming in the other direction crashed into the machine. The results were broken fenders on both cars.

The driver of the car that caused the accident was a girl eighteen years of age, although she appears to be considerably younger. Her father asserts that she drove the car through the park in 1917 and 1918, and that she is an expert driver. In this case the occupants of both cars escaped injury and after administering a severe reprimand to both the driver of the car causing the accident and to the father of the girl the case was dismissed.

Special Visitors.

For Mother

Hon. Huston Thompson, Federal Trade Commissioner.

Hon. Walter L. Fisher, ex-Secretary of the Interior,
two sons and daughter.

Accompanying list of members of the United States
Chamber of Commerce:

H. L. Ferguson and son, Newport News, R.I.
A. B. Farquar and son, York, Pa.
John J. Edson, Washington, D. C.
M. W. Babb, Milwaukee, Wis.
R. A. McCormick, Baltimore, Md.
Chas. C. George, Omaha, Neb.
Henry M. Victor, Charlotte, N. C.
A. W. Smith, Atlanta, Ga.
Lewis E. Pierson, Jr., New York.
D. A. Skinner, Washington, D. C.
S. T. Early, " "
H. H. Ramsdell, " "
G. A. Hollister, Rochester.
Victor W. Whitlock, Chicago, Ill.
L. T. Gillette, Minneapolis, Minn.
John L. Powell, Wichita, Kan.
Frank H. Johnston, New Britain, Conn.
Garvin Denby, Detroit, Mich.
S. T. Carpenter, " "
C. J. Monroe, " "

The following members of the Governors' party:

Hon. Oliver H. Shoup, Governor of Colorado, and wife, three sons, and daughter.
Hon. John G. Townsend, Jr., Governor of Delaware, and son.
Hon. Henry J. Allen, Governor of Kansas.
Mrs. J. A. A. Burnquist, wife of the Governor of Minnesota.
Hon Samuel R. McKelvie, Governor of Nebraska.
Hon. O. A. Larrazola, Governor of New Mexico.
Hon. Thos. W. Bickett, Governor of North Carolina, and wife.
Hon Lynn J. Frazier, Governor of North Dakota.
Hon. J. B. A. Robertson, Governor of Oklahoma, and wife.
Hon. W. T. Olcutt, Governor of Oregon, and wife.
Hon. Wm. C. Sproul, Governor of Pennsylvania, and wife.
Hon. Robert A. Cooper, Governor of South Carolina.
Hon. Simon Bamberger, Governor of Utah, and wife.
Hon. Wm. L. Harding, Governor of Iowa.
Hon. Robert D. Carey, Governor of Wyoming, and wife.
Hon. Joseph D. Carey, ex-Governor of Wyoming, and ex-U. S. Senator.
Hon. Wm. Spry, ex-Governor of Utah, and wife.
Ex-Governor Wells of Utah, and wife.
Hon. Clay Tallman, Commissioner of the General Land Office, and wife.

Other special visitors were:

Mr. Wm. Hamilton Osborne, writer for the Saturday Evening Post.
Mr. James Dorrance, writer for the Red Book and Munseys.
Mr. L. W. Hill of the Great Northern Railroad.
Mr. H. A. Noble of Glacier Park.
Mr. Leroy Jeffers and wife, of New York.
Famous Players Lasky Co. of New York, making moving pictures under permit of July 23, 1919.

Conventions in the Park.

On August 8th and 9th the Montana Bankers' Association held its convention at Mammoth Hot Springs. The various sessions of the convention were held in the auditorium of the old Post Exchange in Fort Yellowstone. In this convention much attention

was given to the problem of road improvement in Montana and in accordance with the request of the officers of the convention Doctor ^{Lucas} Hughes, Chief Inspector of the Office of Public Roads, discussed the Federal Aid Road Act and improvements being conducted under this act in Montana; and I, likewise at the request of the officers of the convention, addressed the gathering on the economic value of Yellowstone and Glacier National Parks to Montana and the importance of inter-park travel. The convention was declared to be most successful in every respect. After the closing session most of the members of the Association toured the park in their own cars.

On August 11th and 12th representatives of twelve of the western states gathered at Mammoth Hot Springs for the purpose of considering ways and means of improving inter-park roads. The convention began its work with the best of feeling and the evident desire to accomplish something definite and important in the way of developing inter-park travel. It was proposed to organize a National Parks Touring Association to aid the National Park Service in all of its efforts to encourage western travel and to develop the parks as great national touring grounds. However, delegates from Wyoming, together with certain factions in Montana, became embroiled in what appeared to be a jealous squabble and the result was that officers of the new association were elected who were not at all acceptable to the people who promoted the convention. The defeated faction lost interest in the proceedings and in the end very little was accomplished aside from adopting certain resolutions endorsing the work of the National Park Service and the Interior Department in their administration of the national parks.

From the standpoint of Yellowstone Park, however, the convention was most important, because it gave me an opportunity to meet the men most interested in road development in the states surrounding the park. Among the prominent men present were Chairman Frank Conley of the Montana Highway Commission, and Chairman Mart Johnson of the Wyoming Highway Commission, and ex-Governor Penimore Chatterton of Riverton, Wyoming.

X. RECEIPTS AND REMITTANCES:

The usual report of monies collected, due, transmitted, etc., together with money orders and checks, totaling \$597.54, as called for in the reports on Forms 10-59 and 10-60, is inclosed. Please acknowledge receipt.

Very respectfully,

Horace M. Albright,
Superintendent.

Incls.

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

YELLOWSTONE NATIONAL PARK

YELLOWSTONE PARK, WYO.

September 5, 1919.

OF THE SUPERINTENDENT

NOTES FOR MR. LINDSLEY:

The following is my report on conditions in Yellowstone National Park and on the operation of the park for the month of August, 1919.

General conditions.

To be supplied by Mr. Lindsley.

Travel.

Travel to the park was unusually heavy during the month, all records for the month of August and for the season to date having been broken, as was the case in July as stated in my last report. In another part of this report there is a table containing complete travel figures, including some interesting comparisons with figures for the seasons of 1917 and 1918. Had time permitted some comparisons could have been made between the travel of this year and the 1915 travel, but the most significant point is that while only 51,895 people visited the park during the entire season of 1915, 56,231 visitors have already toured the park this year. Some time ago I predicted that the total travel for this season would exceed 60,000, and I am now convinced that my estimate will be met and probably in a measure exceeded. Tourists have come to the park from all sections of the country, as will be noted from another table in this report, and during the month of August there was scarcely a State in the Union that did not send one or more private automobiles filled with happy sight-seers.

At the end of the month of August the figures indicated that the north, west, and east entrances were almost

equally popular, the west still leading for the season with 3,586, the north second with 3,181 cars, and the east third with 2,648 cars. There is comparatively small travel into the park from the south, largely due to the fact that the approach roads are in poor condition and the further fact that there are no satisfactory hotel accommodations in the Jackson Hole region.

Many of the people who came into the park by way of the south entrance complained of long delays due to breakdowns on the roads leading from Lander and Pinedale. Almost all of these tourists were loud in their praise of the park extension project, which they thought would add as much to the attractiveness of the park through the elimination of bad travel conditions as by the intensive development of the scenic resources of the extension area.

The approach roads from the east, particularly the Yellowstone Highway from Cheyenne to Cody, are in fairly good condition. The road from Cody to the park was in excellent condition throughout the month.

The Yellowstone Trail and the National Parks Highway leading from the East to the north entrance were reported as being in fair condition, but the road leading south from Livingston to the north entrance at Gardiner deteriorated rapidly during the month, due to drought conditions and unusual winds which blew away the surface of the road, leaving rocks and ruts in great abundance.

The roads from the West were also in poorer condition than they were earlier in the season, particularly the road from Ashton, Idaho, to the western entrance. This road was in such poor condition that many people made long detours in order to avoid the dust and ruts of the direct highway.

The road through Teton Pass from Idaho Falls and the Teton Valley to the Jackson Hole was in good condition; likewise the roads leading north from Jackson to the south boundary of the park were in good repair. Low water in the Snake River, how-

ever, made it necessary to suspend the operation of the Menor Ferry, thus making it difficult to get from one side of the Jackson Hole to the other.

There were few indications of rapid decrease in travel at the end of the month, the average number of people entering the park daily being over 400. It is expected, however, that there will be a sharp decrease in travel in a few days, with an increasingly rapid falling off toward the end of the season.

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The hotel accommodations were operated in a satisfactory manner during the month, and after a vigorous campaign against speeding the drivers of the cars of the Yellowstone Park Transportation Company were so completely subdued that few complaints were heard after the middle of the month. For a few days the drivers bitterly resented the activities of the rangers, and in order to embarrass the administration of the park as much as possible hung crape on the front of their cars and proceeded at such a slow rate of speed that tourists in some cases were brought into hotels and camps an hour or more after the closing of the dining rooms, thus causing considerable inconvenience and discomfort. This conduct continued for only a day or two and was stopped just as we were about to take drastic action against the offending employees. It seems that for many years the drivers of first the horse-drawn stage coaches and then the automobile stages have been under the impression that they and not the Government authorities ought to run the park, and they have always resented Government control of any kind. This was the reason why it was necessary to deal very harshly with the men this year. Next year I propose to take the drivers in hand on the opening date of the season and give them to understand that they must obey the rules and regulations. Fortunately, however, there were only a very few automobile accidents during the month, none of them resulting in serious or painful injuries.

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The chief difficulty that all of the concessioners encountered during the month was in securing sufficient competent labor to operate the various utilities of the park. It was especially hard to secure laundry help. Likewise it was extremely hard to keep any of the employees contented. All of the concessioners found it necessary to give their employees occasional "joy rides" in the evening -- a special emolument that was very expensive but necessary with all. Several strikes were threatened during the month and on one occasion the waitresses at the Old Faithful Inn refused to serve luncheon because of the refusal of the hotel company to permit the exchange of certain railroad tickets contrary to the terms of the contract of the ticket and the rules and regulations of the railroads involved. Bellboys and guides had to be utilized in serving the luncheon on the occasion of this strike. Had the difficulty not been adjusted immediately all of the waitresses of the hotel would have quit. Similarly the Yellowstone Park Camping Company has had considerable difficulty with its waitresses and kitchen help.

As far as the Government operations were concerned, we were tremendously handicapped by lack of competent help, and the most serious of all was the shortage of fire fighters on two or three occasions. Almost all of the available labor in the Northwest was employed by the Forest Service in fighting big fires in Western Montana and Northern Idaho. These men were paid exceptionally high wages, so that, even had it been the proper thing to do, it would have been financially disastrous for us to have attempted to compete with the demand for fire-fighting assistants. Of course in fighting fires in the park we had to pay, in certain cases, the Forest Service scale of wages, and we did not hesitate to do this because the safety of the park required the making of any concession demanded under the circumstances. It is with considerable satisfaction, however, that I report the fact that our road crews loyally fought fire without demanding increases in wages which they might have obtained from us in the face of the impending disaster to our forests. We are still short of labor but as the rains are subduing the forest fires outside the park men are being released and we hope to recruit our road crews to our full requirements.

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We are still having tremendous difficulty in securing supplies at reasonable prices. Deliveries also are not entirely satisfactory. Hay has advanced to almost unheard of prices. The cost of hay for feeding game and other purposes will probably average \$35.00 per ton f.o.b. the northern entrance. It is even difficult to get hay at this price. We have circulated proposals in Minnesota and throughout Montana, but we had few bids on hay of any kind. It is especially hard to get timothy hay.

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Plans or Proposed Work.

Among other things to be listed by Mr. Lindsley or Mr. Hill are the following:

Remodeling of the building known as the Bachelor Officers Quarters, to be used as the general offices of the park and as an information bureau and museum. Plans for the remodeling of the building have been forwarded to Landscape Engineer Punchard for his criticism and will be submitted to Director Mather on the occasion of his visit to the park next week.

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Preparation of the Estimates and the Annual Report.

Before the estimates are prepared I expect to make a tour of the park for the purpose of studying the needs of every section of the reserve. Particular attention will be given to the development of free automobile camps for next season, including the installation of toilet facilities, water systems, etcetera. A study also will be made to ascertain the improvements that ought to be made in the ranger stations of the park, many of which are in a delapidated and unsightly condition. I also expect to secure independently of engineering parties in the park all available data relating to the proposal to store water in certain of the lakes of the park.

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Policies.

While no entirely new policies have been adopted during the month, an effort has been made to more closely correlate the activities of the various branches of park administration. One step in this direction was made in assigning the control of all motor vehicles -- trucks, automobiles, and motorcycles -- and other means of transportation to the general supervision of a master of transportation.

The Yellowstone Park Hotel Company and the Yellowstone Park Camping Company were prohibited by an order issued July 15 from catching fish in the park for the use of the hotels and camps. This order went into effect July 20. This step was taken as a means of conserving the supply of fish in Yellowstone Lake.

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Other Matters of Interest.

The Greater Yellowstone Project.

Much attention was given during the month to the project which contemplates the extension of Yellowstone National Park southward to include the Teton Mountains, the country north of the Buffalo Fork of the Snake River, and the headwaters of the Yellowstone River. Many people were interviewed regarding the project and in almost every case tourists who visited the extension area were enthusiastic over the possibilities of developing this region as a part of the park and expressed a willingness to help advance the interest of the project in every feasible way.

On the other hand, the people of the Jackson Hole have continued their fight against the extension. They called a meeting for August 25 at Jackson and invited the Governor of the State to be present and hear their arguments against the pending legislation. The Governor in turn invited me to join him on his trip to the Jackson Hole and later, when the Governor was in the park, we added Commissioner Clay Tallman of the General Land Office and his wife to our party. Governor Carey, Commis-

sioner Tallman and I attended the Jackson meeting and found the most bitter feeling against the extension plan. The opposition was unreasonable in its arguments, which were mainly directed against Government control of any kind. It seems that the people of the Jackson Hole do not care particularly about having tourists visit their region; they want to remain exclusive and are not interested in the large development of anything but the cattle industry. They insist that they should have the land which we propose to have added to the park withdrawn from the State game preserve and opened to grazing. They are extremely bitter against the Forest Service for withdrawing certain grazing lands in the lower Jackson Hole to be used for winter range for the elk. They are afraid of park administration because they want no traffic rules and no restrictions upon their hunting of game, within or without a game preserve. Their attitude is most unusual, and because they are not seeking the development of the tourist business and are not interested in the advancement of the park, it was practically useless to attempt to convince them of the merits of the project.

Commissioner Tallman made a splendid address in favor of the park extension, urging that both the opponents and the proponents of the pending legislation take a reasonable view of the situation and attempt to reconcile their views. The Governor of the State, however, appears to have been convinced by the arguments of the Jackson Hole people and it is not altogether unlikely that he will assume an attitude of opposition that will be very hard to overcome.-- an attitude that may seriously obstruct any efforts to secure favorable action on the pending bill.

The meeting at Jackson, however, was not a representative gathering. It was composed principally of big cattlemen who are constitutionally opposed to reservations of any kind and Government control of any kind, while the small farmer, and particularly the people living within the proposed extension, were not invited to be present and did not have a hearing before the governor. Approximately half of the population of the Jackson Hole belong to the Mormon faith and almost all of these people are small landowners who would share in the benefits to be derived from the extension of the park. They are all favorable but were not represented at the Jackson meeting.

During the month Mr. W. C. Gregg of Hackensack, New Jersey, made a trip into the extension area and took what were probably the first pictures of the headwaters of the Yellowstone, a stream flowing from an enormous glacier near the Continental Divide. The people who traveled throughout the Upper Yellowstone country have become very much interested in the extension idea.

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Accidents and Casualties.

Mr. Lindsley: Please add the following to the list you have:

On August 23 in the upper end of Hayden Valley, while approaching a curve, the driver of a ten-passenger car of the Yellowstone Park Transportation Company, carrying several members of the Governors' party, struck a Ford car driven by Ralph Westin of Phillipsburg, Montana. The driver of the big car was slightly exceeding the speed limit and was on the inside of the curve, thus violating two of the automobile rules, while the driver of the Ford car violated the rule that requires the blowing of horns while approaching and rounding a curve. The latter, seeing the big car approaching him on the inside of the curve, became confused and attempted to cross the road, turning to the left, while the former turned to the right to reach the outside of the curve where he should have been running. The result was that the big car struck the smaller car, dashing it against the side of the hill and throwing Mrs. H. K. Westin, the mother of the driver, into the road. The left front wheel of the big car was smashed. No member of the Governors' party was injured, and no occupant of the Ford suffered more than slight scratches and bruises.

Among the occupants of the Governors' car were Governor Bamberger of Utah, Governor Sproul of Pennsylvania, Governor Cooper of South Carolina, and Governor Olcott of Oregon.

Westin, the driver of the Ford car, was only sixteen years old and is supporting his widowed mother. As the accident was the result of the failure of both drivers

to obey the rules and regulations it was not possible to punish one driver and not the other. Young Westin clearly lost his head and became irresponsible or the accident would have been avoided. As the boy had no funds it was quite impossible to consider administering more than a reprimand in his case. This necessitated following the same procedure in the case of the driver of the transportation company's car. After consultation with Commissioner Meldrum, both the Commissioner and I administered reprimands to the young men and released them from arrest.

This accident has convinced me that we must restrict the driving of cars in this park to boys over eighteen years of age and girls over the age of twenty or twenty-one.

The second accident, due, however, solely to the failure of the youthful driver to observe the rules and regulations, occurred the same day. My car, while being driven from the Canyon Hotel to Mammoth Hot Springs with Governor McKelvie of Nebraska, Governor Cooper, and Federal Trade Commissioner Huston Thompson, was approaching a curve near Virginia Cascades on the Norris Canyon Road when three cars were seen approaching. The driver of my car brought the machine practically to a standstill, but the last of the three cars coming in the other direction crashed into the machine. The results were broken fenders on both cars.

The driver of the car that caused the accident was a girl eighteen years of age, although she appears to be considerably younger. Her father asserts that she drove the car through the park in 1917 and 1918, and that she is an expert driver. In this case the occupants of both cars escaped injury and after administering a severe reprimand to both the driver of the car causing the accident and to the father of the girl the case was dismissed.

(Mr. Lindsley: Put down the essential facts; not necessarily the detail given above.)

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Special Visitors.

Hon. Huston Thompson, Federal Trade Commissioner;

Hon. Walter L. Fisher, ex-Secretary of the Interior,
two sons and daughter;

Accompanying list of members of the United States
Chamber of Commerce;

The following members of the Governors' party:

Hon. Oliver H. Shoup, Governor of Colorado, and
wife, three sons, and daughter;

Hon. John G. Townsend, Jr., Governor of Delaware,
and son;

Hon. Henry J. Allen, Governor of Kansas;

Mrs. J. A. A. Burnquist, wife of the Governor of
Minnesota;

Hon. Samuel R. McKelvie, Governor of Nebraska;

Hon. O. A. Larrazola, Governor of New Mexico;

Hon. Thos. W. Bickett, Governor of North Carolina
and wife;

Hon. Lynn J. Frazier, Governor of North Dakota;

Hon. J. B. A. Robertson, Governor of Oklahoma
and wife;

Hon. _____ Olcott, Governor of Oregon and
wife;

(Mr. Wiley can supply initials)

Hon. Wm. C. Sproul, Governor of Pennsylvania
and wife;

Hon. Robert A. Cooper, Governor of South Carolina;

Hon. Simon Bamberger, Governor of Utah, and wife;

Hon. Wm. L. Harding, Governor of Iowa;

Hon. Robert D. Carey, Governor of Wyoming; and wife;

Hon. Joseph D. Carey, ex-Governor of Wyoming and
ex-U.S. Senator;

Hon. Wm. Spry, ex-Governor of Utah, and wife;

Hon. _____ Wells, ex-Governor of Utah, and wife;

(Mr. Wiley can supply initials)

Hon. Clay Tallman, Commissioner of the General Land
Office, and wife;

Other special visitors were

Mr. Wm. Hamilton Osborne, writer for the Saturday
Evening Post;

Mr. James Dorrance, writer for the Red Book and Munseys.

(Mr. Lindsley: Add any other names that you have.)

Conventions in the Park.

On August 8 and 9 the Montana Bankers' Association held its convention at Mammoth Hot Springs. The various sessions of the convention were held in the auditorium of the old Post Exchange in Forst Yellowstone. In this convention much attention was given to the problem of road improvement in Montana and in accordance with the request of the officers of the convention Doctor Hughes, Chief Inspector of the Office of Public Roads, discussed the Federal Aid Road Act and improvements being conducted under this act in Montana, and I, likewise at the request of the officers of the convention, addressed the gathering on the economic value of Yellowstone and Glacier National Parks to Montana and the importance of inter-park travel. The convention was declared to be most successful in every respect. After the closing session most of the members of the Association toured the park in their own cars.

On August 11 and 12 representatives of twelve of the western States gathered at Mammoth Hot Springs for the purpose of considering ways and means of improving inter-park roads. The convention began its work with the best of feeling and the evident desire to accomplish something definite and important in the way of developing inter-park travel. It was proposed to organize a National Parks Touring Association to aid the National Park Service in all of its efforts to encourage western travel and to develop the parks as great national touring grounds. However delegates from Wyoming, together with certain factions in Montana, became embroiled in what appeared to be a jealous squabble and the result was that officers of the new association were elected who were not at all acceptable to the people who promoted the convention. The defeated faction lost interest in the proceedings and in the end very little was accomplished aside from adopting certain resolutions endorsing the work of the National Park Service and the Interior Department in their administration of the national parks.

From the standpoint of Yellowstone Park, however, the convention was most important, because it gave me an opportunity to meet the men most interested in road development in the States surrounding the park. Among the prominent men present were Chairman Frank Conley of the Montana Highway Commission, and Chairman Mart Johnson

of the Wyoming Highway Commission, and ex-Governor
Fenimore Chatterton of Riverton, Wyoming.

HORACE M. ALBRIGHT.

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